Configuration Management News

Federal Aviation Administration

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Distribute as Widely as Possible
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Welcome

Welcome, we are happy to have you as a reader. This newsletter is a collaborative effort sponsored by ANS. We intend to produce, on a quarterly basis, informative articles concerning Configuration Management (CM), its processes, its value to "the agency" and its role in the System Engineering Process. CM is not a new concept to the FAA. It is used extensively in business and is of great value to industry, government, and various institutions.

If you have a question concerning CM or wish to provide input to this newsletter please call your local representative (listed below).

CM Representatives

ANS HQ	**John Steele**	**(202) 646-2119**
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Case File Cost

When developing a case file, **cost** (*22d on Form 1800-2*), must be included in your proposal. It is becoming extremely important because cost is associated with everything. What is the cost of the old design, what will your revised method cost, will this create a savings or do we need funding to perform the change? If additional funding is required, identify the source of this funding. The requirement for cost information applies to all case files, even those involving F&E funding. This requirement was established by ASD-220 as a result of comments received from the configuration management community. Case files were being approved without funding and as a result were not being accomplished. The net result was a waste of funding.

Critical Power

Connections to the critical buss **always** requires a National Airspace System (NAS) Change Proposal (NCP). However, the level of approval will vary.

Recently, some misconceptions concerning the connection of equipment to critical power have been surfacing. FAA Orders 6950.15B "ARTCC Critical Load Circuits and Configuration" and Order 6950.2C "Electrical Power Policy Implementation at National Airspace System Facilities" govern connections to the critical buss. Individuals are assuming that replacement equipment (i.e., HCVR) is authorized for connection to the critical buss because the existing system was authorized. **This is not true**. Before making a connection to the critical buss the appropriate order should be referenced to determine if the equipment is listed. If the equipment is not listed contact your local CM representative to determine if the equipment was added after the revision was released. If the equipment is not listed and has not been added, an NCP will be required.

Before equipment can be authorized for connection to the critical buss several requirements must be met and national approval obtained from the Office of Primary Responsibility (OPR), the ANF Configuration Control Board (CCB), (the board is co-chaired by ANS-2 and AND-140). The equipment must be tested for in-rush current, Total Harmonic Distortion (THD) and power factor requirements of FAA-G-2100F "General Specification for Ground Based Electronic Equipment" and, for major systems, the requirements of FAA Order 6950.27 "Short Circuit Analysis and Protective Device Coordination Study" must be completed. The NCP along with the supporting documentation is forwarded to ANS for prescreening.

When the equipment requiring connection to the critical buss **is identified** in these Orders an NCP will be required for breaker assignment. The appropriate Regional Configuration Control Board (RCCB) is authorized to approve connection to the critical buss for equipment **identified** in these documents.

Our ability to maintain the NAS and provide a safe environment for the flying public is linked to our ability to manage the critical buss. Please call your CM representative if you have any questions concerning critical power.

BPR Point Papers

The Business Process Reengineering (BPR) Core Team issued several point papers in response to questions about the new CM vision. Some of the point papers discussed topics which come up in our every day conversations. For that reason, we feel some of the point papers need to be republished. Excerpts from BPR Point Paper 3.0 are reprinted below:

3.0 Value of Configuration Management

Full Team participants and others we have briefed ask how the new CM vision makes the value of CM clear. Some comments that relate to the value of CM include:

a) "The problem with CM today is that there is no management commitment to the CM discipline."
b) "How do we get projects to see the value (business sense) of performing CM?"
c) "Market CM to show savings for using the discipline." "How are we adding value to the process?"

Full Team members indicated that good CM guidelines and policy exist today but there is little incentive to follow them. The new CM vision does not set out to redefine the basic elements of CM discipline. Instead, we look for ways of making CM an inherent way of doing business -- a discipline that adds value.

Certain on-going factors may more directly contribute to the way a product manager (or product team) views CM than the new vision. Budget constraints and a more revolutionary way of doing business (for example, the new FAA Acquisition Management System (FAA AMS)) will play a significant role. These factors may convince teams that effective management of information and systems is paramount to making sound and cost effective engineering and program management decisions.

Furthermore, an example used in our briefings relates to the amount of money spent conducting site surveys. Considering basic travel expenditure only, we roughly estimate that a recent system acquisition program spent **$375,000** to **$750,000** on the accomplishment of site surveys. Implementation engineers surveyed each site an average of **3** times because configurations changed during the course of time and data on these changes is not easily available.

Finally, we recognize the truism that "seeing is believing." Convincing product teams of the value of CM by using precedent setting processes as models is a critical step in the vision. Existing accredited processes that are reaping significant benefits from using CM are the strongest proponents for the value of CM.

Employee Suggestion Program

The FAA is constantly looking for new ideas which may benefit the agency and the Government. The employee suggestion program ensures that employee ideas receive formal consideration by the highest appropriate levels of management and that, when these ideas are placed into effect, employees receive personal recognition and awards in proportion to the benefits obtained.

A suggestion is defined as: a constructive idea, derived from any source, by one or more employees, submitted in writing to an immediate supervisor or Incentive Awards Coordinator.

The ultimate goal of the suggestion:

- Is to more efficiently accomplish a job for less cost; thus
- Simplifies or improves operations, tools, procedures, efficiency, or accuracy.

  serious accidents or safety-related problems.
- Offers an alternate procedure to a regulatory requirement

  you from doing your job faster and more effectively.

CM status accounting system) and come in 3 basic varieties.

Category 1
Category 2
Category 3

must

file/NCP (FAA Form 1800-2). A category 2 suggestion (ie., the FAA does not maintain drawings on the LLWAS high suggestion is non-technical in nature (ie., Data Hazardous Pay). All 3 categories are submitted on FAA Form

TIP:

suggestion must be dated the same day as the NCP or earlier representative must enter the suggestion in DOCCON before

Do you have a question about CM?

John Steele, ANS-110, (202) 646-2119

NAS-MD-001

We are pleased to announce the publication of the official source for NAS baseline information, NAS-MD-001 Rev 14. Copies of this document may be obtained by contacting the Documentation Control Center (DCC). The DCC can be reached at 202-651-2392 or cc:Mail at "9 DCC SETA".

NAS-MD-001 is now available via the Internet on the National Airspace Information (NASI) system. The goal of the NASI is to reduce FAA reliance on paper based documentation, and to enable quick and efficient on-line access to electronic document images.

Information on NASI can be obtained by:

- Calling the NASI help desk at 202-651-2233
- Through cc:Mail at nasi mail@mail.hq.faa.gov
- Via the NASI Internet home page at www.nasi.hq.faa.gov.

Once you are at the NASI home page select "What's Here", then select "National Airspace System (NAS)", and then "NAS-MD-001 Report". You will have the option to view either the HTML format or WorldView format. Note that your PC will require WorldView software to view this format. For additional information on WorldView please contact the help desk at 202-651-2233.

Order your copy NOW

SPECIAL THANKS

Configuration Management is vital to the successful implementation of the NAS. Through the efforts of several individuals the program is making great strides toward fulfilling established goals. The CM Program would like to thank those individuals whose assistance has been invaluable during the past months. Thanks for a job well done.

Gerald Pape - ANS-600
Darrin Pape - ANS-300
Steve Smith - ACE-471S
Al Rapp - AGL-458
Vince Siciliano - AGL-458
Fred Rasche - AGL-455
Mike Duer - AGL-455
Tom Malone - ASO-459
John Darling - ASO-459
Bryan Graves - ASO-459
Bob Hutchinson - TPA-459
Mike O'Harra - ASO-459
Mocashetta Robinson - ASO-459
Darrall Salter - ASO-459
David Wildman - ASO-459

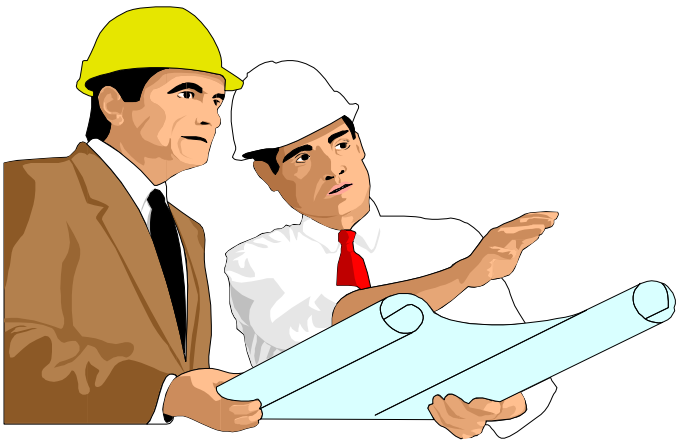
Facility Space Management

by: William Helm - AGL-471

The objectives of space management are to make optimum use of space at existing NAS facilities, provide for construction of new space at the earliest possible time, and manage the configuration, utilization, and integration of facility space with respect to hardware, environmental systems, support, operations and personnel.

Space planning begins with a comprehensive analysis of space requirements and the development of system level space allocation plans. These plans are developed on a generic facility basis used in the development of standard facility designs for new construction, remodeling and expansion plans followed by site-specific facility construction plans. The space management process provides latitude for existing differences between the generic plan and the site specific configuration plan. However, all site specific space planning shall conform to facility planning objectives and be in compliance with FAA Order 4420.4 Space Acquisition, and other applicable regulations.

Site specific facility layout drawings are a baseline of the operational and administrative space. The site-specific equipment and space layout drawings are under Regional Configuration Control Board (RCCB) control. The Facilities Configuration Control Board (ANF CCB) controls all equipment installations, moves, and removals which impact the site-specific target-year equipment layout drawings. All activities of the RCCB and ANF CCB are then published in the monthly minutes and distributed to the affected facilities, the System Management Offices (SMO), and Branches as required. For more information concerning the RCCB or the Configuration Management (CM) drawing procedures, an important part of the engineering process, contact your regional CM Representative or ANS CM Manager.



The Key to Successful Planning is Successful CM

The CM representatives meet annually to address current issues affecting CM. This years workshop is scheduled for the

Tentative Agenda for 1997 CM Workshop

- CM Re-engineering process
- Large TRACON Baselining Overview
- ARSR-4 Baselining
- CM Guest Speaker
- Briefing on CM Operational Environment Seminar
- CM Tools
- Drawing Management System
- Logistic Center/Supply and Support briefing
- 1996 Work Groups update
- Work Groups for 97'
  - Field Audit Process and Control
  - Training Work Group
  - CM Standard Process for facility baselining/FAA CM Handbook
    Regional unique equipment requirements and how to

If anyone has questions concerning CM or wishes to provide input to the agenda, please contact your local representative.

The CM Strategic Planning Committee for Airway Facilities met for the first time in Washington DC March 3 - 6. The

Workshop and established an aggressive schedule for the committee and the development of CM Standard Processes for

The CM Strategic Planning Committee is:

- John Steele, ANS-110 Lead
  William Helm, AGL-471
  Cecil West, ASO-471

Remember.....when a facility is under configuration

Configuration Control Decision (CCD). A CCD is an approved NCP. Usually, the situation is one of the contractor

(sometimes not) equipment. It is not the contractor or F&E engineer who is responsible for the configuration of the site.

responsibile for submitting NAS Change Proposals.

Highlights

as a baselined facility. In addition, the initial redlines have been accomplished, by ASO-459, for the following ATCTs:

Daytona Beach, FL; Sarasota, FL; West Palm Beach, FL; Ft. Lauderdale, FL; Tallahassee, FL; Chattanooga, TN;

Region total to 32 out of 72 facilities baselined.

The Great Lakes Region has baselined two ATCT facilities

William Helm and Haley Henrickson successfully completed the Configuration Management course offered by the

Certified CM Managers. Claire Bentley and John Steele

CM Definitions

Baseline
a set of documents) formally designated and fixed at a specific point in time during a configuration item's life cycle.

the current configuration identification.

Fun Facts To Ponder

Improving communications is one of the keys to achieving better results in business. This is evident in the story where an airplane was rolling down the runway. One pilot seemed a little despondent. The Captain said to him - "Cheer up." As the sparks were flying and the plane skidded down the runway on its belly, the Captain explained "I said cheer up, not gear up."

He who doesn't read is no better off than he who can't read.

The best way to predict our future is to create it!

Commitment:
There always seems to be a better way of doing business. It requires a commitment on everyone's part to persue continuous improvement. Each of us is responsible to seek out opportunities for breakthroughs to meet our customer's needs in new and innovative ways.